



METROPOLITAN
TRANSPORTATION
COMMISSION



2001 REGIONAL TRANSPORTATION PLAN FOR THE SAN FRANCISCO BAY AREA

Amended November 2002

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OVERVIEW

The Metropolitan Transportation Commission is pleased to present the 2001 Regional Transportation Plan (RTP). This long-range planning document specifies a detailed set of investments and strategies to maintain, manage and improve the surface transportation network in the nine-county San Francisco Bay Area.

MTC last updated the RTP in 1998. At that time, agency planners and forecasters had to peer 20 years into the future — into a new century and a new millennium. Three years later, having crossed the once-daunting Y2K barrier, we extend our gaze yet further into the future. Federal regulations now require that transportation plans cover a 20-plus-year time horizon. In this plan, we look ahead all the way to the year 2025.

New Directions

The plan takes account of shifts in the physical and financial landscape over the past three years. In the realm of new facilities, the BART extension from Colma to the San Francisco International Airport is on track for an early 2003 opening; 9.5 miles of light-rail extensions opened for passenger service in Santa Clara County; Caltrans completed rebuilding the massive Interstate 680/Highway 24 interchange; and the FasTrak™ electronic toll collection system was installed on Bay Area bridges, to name a few. And there also has been good news in the funding realm. In November 2000, voters in Alameda and Santa Clara counties mustered the necessary two-thirds vote to extend their half-cent sales taxes, providing \$7.9 billion for new projects and programs. Earlier that year, Governor Gray Davis was successful in steering his \$6.8 billion Traffic Congestion Relief Program toward passage, with \$1.7 billion of the new funding slated for the Bay Area.



George Draper

Reaching Out

The 2001 edition of the Regional Transportation Plan is the product of an unprecedented two-phase public outreach campaign that included more than three dozen public workshops — a number of which were targeted at low-income communities and people of color. A series of interactive displays invited participants in first round workshops to voice their preferences and concerns via sticky dots (see above).

OVERVIEW

Thinking Outside the Box

Among the clearest and most consistent messages we received from the public was an exhortation to search for new and innovative solutions to stubborn transportation problems. In this spirit, the RTP identifies a number of areas for further MTC investigation and experimentation; several of these, as noted, already have been incorporated in this RTP. Following are some highlights, grouped according to the core RTP goals.

Mobility

- Institute reversible lanes on freeways to provide additional peak-period capacity
- Charge tolls for use of high-occupancy-vehicle lanes by single-occupant vehicles
- Raise bridge tolls during peak hours (congestion pricing)
- Allow express buses on freeway shoulders

Safety

- Deploy special incident management teams to deal with big-rig accidents

Equity

- Implement a two-year pilot program to evaluate the impact of subsidized transit passes on low-income students' school attendance (adopted in 2001 RTP)
- Establish Lifeline Transportation Network to identify adequate travel options in lower-income areas (adopted in 2001 RTP)

Environment

- Provide incentives to convert free parking to paid parking
- Enforce speed limit more strictly on high-ozone days
- Improve Smog Check program (in which cars must periodically pass a smog test)

Economic Vitality

- Establish more convenient pickup locations at airports

Community Vitality

- Pool funds from various agencies to increase incentives for transit-oriented development

At some 220 pages, this edition of the RTP is more than double the size of its predecessor — not counting supporting documents such as the environmental impact report that add even more pages to the tally. The extra heft is partially attributable to responses to public input as well as several new initiatives. For instance, system management and environmental justice emerge as key focus areas. The plan also details a Regional Transit Expansion Program that identifies which bus and rail expansion projects should receive the next round of federal “New Starts” and other discretionary grants. Low-income travelers will benefit from the plan’s Lifeline Transportation Network, which is intended to provide a growing number of mobility options for those who for economic reasons cannot (or choose not to) drive. For the first time, MTC introduces the notion of performance measures that will benchmark our progress in meeting key RTP goals. And, we’ve tried to think outside the box, proposing to study or test a number of experimental concepts, such as converting free parking to paid parking as a way of encouraging transit use, allowing express buses on freeway shoulders, and raising bridge tolls during peak hours (see column at left).

While many of these innovations could get off the ground with minimal funding, some may encounter public resistance and will require significant consensus-building on the part of MTC, our partner agencies, and state and local elected officials.

The People Have Spoken

This RTP was developed in concert with and shaped by the most extensive public outreach effort in Commission history. More than 4,000 Bay Area residents participated during the 10-month process. The first phase of the two-part campaign consisted of 29 workshops designed to allow participants to discuss transportation and land-use values, needs and priorities; to explore why citizens are drawn to support various proposals; and to debate the merits of specific projects to be included in the RTP. The first phase also included an interactive Web survey that generated more than 1,700 responses, and a telephone poll of 1,600 registered Bay Area voters.

The second public outreach phase — which began following the August release of the *Draft 2001 Regional Transportation Plan* — included another online survey, eight more public workshops/hearings held around the region, and some 25 presentations by Commissioners and MTC staff to a wide range of public groups. The Draft 2001 RTP generated more than 400 letters and e-mail comments, plus nearly 200 responses to a second online survey.

MTC also convened its first-ever Pedestrian Safety Summit and conducted a series of meetings with four specialized working groups: the Lifeline Transportation Working Group, the Environmental Justice Advisory Group, the Performance Measures Working Group and the Regional Bicycle Plan Oversight Committee. The results of this broad public engagement are everywhere evident in the plan, from the creation of the Lifeline Transportation Network and the initiation of a Transit Affordability Study (see sidebar, page 4), to the identification of new and innovative transportation solutions (see sidebar, page 2) and the continuation of popular customer service programs, such as those listed on pages 6-7. (For more details about public outreach, see the sidebar on page 11, and refer to the supplementary reports listed in Attachment C.)

2001 RTP Highlights

In every undertaking, some accomplishments merit special mention. In the 2001 RTP, the following stand out as especially significant.

Regional Transit Expansion Program

The cornerstone of this RTP is the Regional Transit Expansion Program — adopted by the Commission as Resolution 3434 — which calls for a nearly \$11 billion investment in new rail and bus projects that will improve mobility and enhance connectivity for residents throughout the Bay Area. Resolution 3434 is the successor to MTC’s Resolution 1876, which was adopted in 1988 and delivered such critical improvements as the BART extensions to Pittsburg/Bay Point and Dublin/Pleasanton, the Tasman light-rail extension in Silicon Valley, and the nearly completed BART extension to San Francisco International Airport. (For a list of key projects in Resolution 3434, see the sidebar on this page; for more details, see page 69.)

Lifeline Transportation

The 2001 RTP makes a clear commitment to the development of “lifeline transportation” services aimed at enhancing low-income residents’ mobility during both peak commute periods and off-peak hours. A preliminary Lifeline Transportation Network was developed following a comprehensive analysis to identify which public transit services, on a route-by-route basis, are most vital to low-income neighborhoods. MTC is now working with transit operators and other partner agencies to review the network and map plans for filling any spatial and temporal gaps that are identified. (See the sidebar on page 4 for more on this RTP initiative.)



Dino Vourmas

Setting Regional Rail/Bus Priorities

Projects included in the Resolution 3434 Regional Transit Expansion Program:

- BART extensions: Fremont to Warm Springs and Warm Springs to San Jose, Eastern Contra Costa County, Tri-Valley
- BART/Oakland International Airport connector
- San Francisco Muni Central Subway (to Chinatown)
- Caltrain upgrades: electrification; extension to downtown San Francisco/ rebuilt Transbay Terminal; express service
- Santa Clara Valley Transportation Authority light-rail and bus rapid transit service: downtown San Jose to East Valley
- Altamont Commuter Express and Capitols intercity rail service expansion
- Dumbarton rail service
- Sonoma/Marin rail service
- AC Transit rapid bus (Berkeley/ Oakland/San Leandro and Hesperian/ Foothill/MacArthur corridors)
- Regional express bus service expansion

OVERVIEW

Lifeline Transportation

MTC's Blueprint for the 21st Century (see page 7) called for developing a "Lifeline Transportation Network" for low-income residents who can't afford to own and operate one car, let alone the two vehicles that many middle class families consider essential for getting to work, dropping their kids at school or day care, rushing to medical appointments, and going grocery shopping.

The program builds on MTC's existing Low-Income Flexible Transportation Program, whose "LIFT" acronym captures the intent: to boost mobility options for this population segment, particularly those people making the transition from welfare rolls to payrolls. Among the dozen projects benefiting from the first round of LIFT grants — announced in late 2000 — are van services that transport children between school and child-care or after-school programs while their parents are at work, and extended "owl" bus services to enable late-night shift workers to travel to and from jobs.

Regional Bicycle Master Plan

The RTP's Regional Bicycle Master Plan defines — for the first time — a network of regionally significant bicycle routes and facilities. The plan also identifies gaps in bike routes; includes cost estimates and funding strategies for buildout of the entire network; recommends a series of activities and policies to improve bicycle/transit coordination, enhance bike security and rider safety; and identifies programs to help local jurisdictions make bicycling a convenient, safe and practical means of transportation.

Maintain the Existing Network

Because revenues are limited, a key RTP priority is to get the most out of the transportation assets we already have. Accordingly, more than 70 percent of the federal, state and local transportation funds the Bay Area expects to receive over the next quarter century will be devoted to maintaining and operating the region's existing road, highway and transit network.

As part of this commitment, the RTP provides full funding for pavement maintenance throughout the network of regionally important streets, roads and highways known as the Metropolitan Transportation System (MTS). To keep the Bay Area's existing transit network running, the RTP also provides full funding — with certain conditions — for shortfalls related to the replacement and rehabilitation of buses, railcars, transit stations and other assets.

Improve System Management

In addition to maintenance, this RTP includes strong support for harnessing the region's leading-edge technology and other operational techniques to maximize the capacity of existing street, highway and transit systems. What has come to be called a "system management" approach to transportation began to take shape in the early 1990s, when it became evident that metropolitan regions could no longer afford solely to build their way out of traffic congestion problems in terms of either dollar costs or community impacts.

System management techniques aim to boost the efficiency of the transportation network while improving travelers' access to transportation services. The Freeway Service Patrol (FSP) is a prime example of system management at work. The white tow trucks cruise up and down busy freeways during commute hours and other high-traffic periods, aiding motorists in distress, removing debris and, in the process, helping to reduce congestion and protect air quality. (The FSP and other regional system management projects are listed on pages 6-7.)

MTC's Lifeline Transportation Program would replicate these efforts around the region. As a first step, MTC has analyzed gaps in transit services — both spatial gaps, meaning areas where bus and rail service is lacking, and temporal gaps, meaning times of day when service is inadequate. At the same time, MTC is conducting a Transportation Affordability Study to identify how transportation costs can act as a barrier to low-income persons. MTC also will explore ways to overcome these barriers, working in partnership with county social services, employers, school districts and others.



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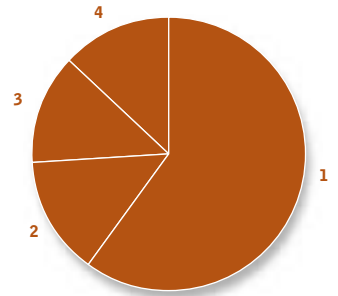
A Budget Primer

Under guidelines embodied in two landmark federal bills — the 1998 Transportation Equity Act for the 21st Century (TEA 21), and its predecessor, the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) — long-range transportation plans must be budget driven. This stipulation is tied to air quality concerns: No longer can planning organizations take credit for transit projects or carpool lanes that might be on the books and have some potential for cleansing the air, but which don't stand a chance of being built because funding is insufficient.

So what is the budget for the 2001 RTP? After looking at revenue streams from local, regional, state and federal sources — including bridge tolls, transit fares, state and federal gas taxes, property taxes, and sales taxes — MTC's planning staff determined that some \$87 billion in transportation revenues will flow to the Bay Area over the next 25 years (see pie chart at right). However, the vast majority of this money, some \$79 billion (amounting to 90 percent), is already spoken for, having been committed by law, local ballot measures or recent MTC programming actions. Most of this committed funding will go toward operating and maintaining the region's existing roads and transit systems, or toward rail and bus expansion projects approved by local voters. Included in this calculation is the cost of maintaining the region's highways and local roads, and the day-to-day costs of operating the region's far-flung public transit network, which encompasses 9,860 miles of routes, including about 400 miles of rail transit.

After setting aside the \$79 billion for committed projects and programs, planners were left with \$8.6 billion in discretionary funding that could be assigned to Track 1 — the heart of the 2001 RTP investment strategy. We'll look at how the RTP divvies up that discretionary pot in a moment. But first, let's address a point that comes up frequently in public forums. There is a perception on the part of some critics that the region is somehow favoring travel by automobiles, and underinvesting in public transit. But when you look at the entire RTP expenditure plan — both committed and Track 1 discretionary spending — the criticism couldn't be further from the facts: A full 40 percent is earmarked for transit operating costs (a category that includes drivers' salaries, fuel costs and day-to-day maintenance of vehicles); 18 percent for rehabilitation/replacement of transit vehicles, tracks and other facilities; and 19 percent for transit expansion. In all, an impressive 77 percent of the \$87 billion in transportation funding flowing to the region over the next 25 years is earmarked for public transit, as compared to just 23 percent for roadway needs and other investments (see pie chart on page 6). Indeed the Bay Area leads the nation's major metropolitan areas in the proportion of overall transportation spending devoted to transit.

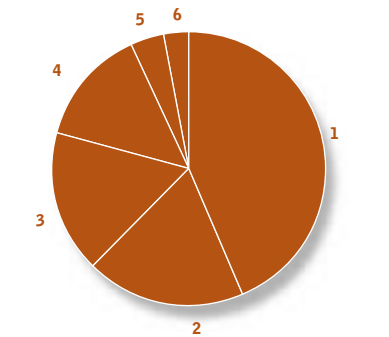
Projected 25-Year Revenues



	Billions of Dollars	Percent of Total
1 Local	\$51.4	59%
2 Regional	14.5	17%
3 State	10.9	12%
4 Federal	10.6	12%
TOTAL	\$87.4	100%

OVERVIEW

Total RTP Expenditures



		Billions of Dollars	Percent of Total
1	Transit Operations	\$35.4*	40%
2	Transit Expansion	16.4	19%
3	Transit Rehabilitation	15.9	18%
4	Roadway Maintenance and Operations	13.7	16%
5	Roadway Expansion	3.3	4%
6	Other**	2.7	3%
TOTAL		\$87.4	100%

* 36% fare revenue/64% tax subsidy

** Other includes bike and pedestrian improvements, TLC/HIP, system management, etc.

Local Needs and Regional Priorities: A Balancing Act

Like past plans, this RTP attempts to strike a balance between the need to manage and maintain the diverse elements of the Bay Area's transportation network as a single, regional system and the need to meet county-level project priorities (often endorsed by local voters). Fully 60 percent of the Track 1 pot of \$8.6 billion in discretionary revenues has been earmarked for regional programs and services recommended by MTC or for projects jointly selected by MTC, Caltrans and county congestion management agencies. The remaining 40 percent of Track 1 funds has been earmarked for road and transit projects recommended by the county congestion management agencies, whose priorities are tailored to address local development patterns and community lifestyles.

One of the top regional spending priorities is backfilling the deficit for transit system rehabilitation over the next 25 years (replacing worn-out vehicles and support facilities). The remaining funds in the regional Track 1 pot are earmarked for rehabilitating roads of regional significance, the Resolution 3434 rail and bus expansion agreement, and programs that squeeze more efficiency out of — or improve access to — the transportation network, and foster smart growth.

Key regional programs included in the 2001 RTP are:

• Transportation for Livable Communities (TLC)/Housing Incentive Program (HIP)

MTC's TLC program provides planning and capital grants for small-scale transportation projects that enhance community vitality. The HIP grants complement the TLC grants by encouraging the construction of high-density housing adjacent to transit hubs. The RTP triples MTC's investment in this program, a measure of the plan's strong support for "smart growth" principles designed to address urban sprawl.

• TransLink® transit smart card

TransLink® is a universal fare card that can be used as a passport for any of the region's bus, rail or ferry systems. The RTP funds regionwide rollout of the program, which involves installation of new fare-reading equipment on hundreds of vehicles and in dozens of rail stations. (A 2002 test program will provide valuable operational data and customer feedback.)

• Freeway Service Patrol (FSP) and call box network

The region's fleet of 74 FSP trucks currently patrols over 400 miles of freeways and expressways, assisting motorists in distress free of charge while also clearing accidents and debris. In addition, some 3,500 call boxes provide a link to the California Highway Patrol and other emergency services.

- **TravInfo® traveler information system and other traffic management programs**

The TravInfo® telephone hotline (817-1717, shortened to 511 in December 2002), can be dialed toll-free from any Bay Area area code. The service provides real-time information on traffic congestion as well as links to transit information centers. The RTP dedicates funding to expand and enhance TravInfo®, and upgrade the infrastructure for collecting data on freeway conditions.

- **Pavement management and traffic engineering technical assistance programs**

The 2001 RTP underwrites MTC's efforts to assist cities and counties with assessing pavement conditions and prescribing effective treatments, as well as a second technical assistance program that assists cities and counties with synchronizing and modernizing traffic signals.

- **Rideshare programs**

The plan supports carpool/vanpool ridematching and employer-based commute services throughout the Bay Area.

- **Regional transit information and marketing programs**

MTC-sponsored programs aimed at building public transit ridership are also a part of the 2001 RTP. These include: the Transit Information Web Page (www.transitinfo.org), which provides route and schedule information for five dozen bus, rail and ferry operators in the Bay Area and adjacent regions; the Web-based TakeTransitSM Trip Planner, which generates instant, detailed transit itineraries; and marketing campaigns to publicize regional transit services.

One Plan, Two Tiers

At the same time as specifying how MTC intends to spend the \$8.6 billion in uncommitted transportation funding likely to flow to the region from existing local, regional, state and federal sources between now and 2025, the RTP presents a second tier of projects known as the Bay Area Transportation Blueprint for the 21st Century.

By presenting two tiers of projects and programs — Track 1, or those that can be funded with existing revenues, along with the more far-reaching Blueprint — the RTP asks, “What if?”

- What if we could restore our road, bus, rail, ferry and carpool network to mint condition?
- What if we go beyond such nuts and bolts, to close gaps in the region's bus, rail and carpool lane network?



Fueling Smart Growth

MTC launched the Transportation for Livable Communities (TLC) program in 1998, feeding it with flexible funding flowing to the region from the federal TEA 21 legislation. Initially, the program provided planning and capital grants for small-scale transportation projects that enhance community vitality — including bike and pedestrian paths, streetscapes, plazas in the vicinity of transit hubs, and the like.

In 2000, MTC added a new category to its portfolio of smart growth grant programs: the Housing Incentive Program, or HIP for short. HIP rewards cities for fostering compact housing with easy access to public transit lines. The grants are keyed to project densities — the more units per acre, the higher the grant amount. Affordable units earn a bonus. In a synergistic twist, MTC's HIP guidelines call for cities to use the incentive grants to fund more TLC-type projects.

The 2001 RTP triples TLC funding to \$27 million annually. Of this, \$18 million will be allocated at the regional level by MTC. The remaining \$9 million per year will be allocated by the county congestion management agencies for locally determined projects that fit the TLC profile.

OVERVIEW

Sample RTP Projects

Listed below are some of the key road, transit and freight projects included in the 2001 RTP:

Alameda County

- BART to Warm Springs
- BART/Oakland International Airport connector
- Bus Rapid Transit (Berkeley, Oakland, San Leandro)
- I-680 Sunol Grade high-occupancy-vehicle (HOV) lanes

Contra Costa County

- Route 4 improvements
- Caldecott Tunnel fourth bore
- Richmond Intermodal Transfer Station

Marin County

- U.S. 101 HOV lanes: San Rafael gap closure
- Local bus service enhancements
- I-580/U.S. 101 interchange improvements

Napa County

- Route 29/Trancas Road interchange
- Route 12/29/221 intersection improvements

San Francisco

- Third Street light-rail extension to Chinatown (Central Subway)
- Doyle Drive replacement
- Bus Rapid Transit program
- Caltrain electrification and extension to downtown San Francisco/rebuilt Transbay Terminal

(continued on following page)

- What if we go a step further, and strategically expand the system so that it keeps pace with the region's growth?
- What if we could inspire legislators, the administration in Sacramento and local voters to dig a little deeper into our collective pockets to meet the Bay Area's pressing transportation problems head on?

The Blueprint began to take shape in 1999, when MTC undertook an ambitious planning effort to look beyond current funding limits, and identify the full range of projects and programs needed to provide mobility for the Bay Area in the new millennium. This effort to sketch a vision of the Bay Area's transportation future was completed in March 2000.

Encompassing about \$33 billion in spending, the Blueprint proposes to first fill funding shortfalls for basic infrastructure and services. At the same time, the Blueprint includes a number of large-scale transit and highway projects that would substantially expand the network's people-carrying capacity — and help meet the 30 percent surge in travel expected over the next two-plus decades.

Already, the Blueprint has met with considerable success, helping the Bay Area to score \$1.7 billion in the governor's Traffic Congestion Relief Program in 2000. The Blueprint positions the Bay Area to take full advantage of any new revenues that might flow from a major new funding mechanism — whether at the federal, state or local level.

In March 2002, after the adoption of this RTP, California voters passed Proposition 42, an amendment to the state constitution that permanently dedicates the existing state sales tax on gasoline to transportation investments, beginning in fiscal year 2008–09. This will generate about \$5.8 billion in new revenues over the next 25 years — and some of these dollars could potentially fund Blueprint projects. (Note: Because Proposition 42 had not yet been passed at the time the RTP was adopted, in December 2001, the measure's \$5.8 billion in projected revenues are not included in either the Committed or Track 1 portions of this RTP. These new revenues will be dealt with in the 2004 update of the RTP.)

While the extension of the sales tax on gasoline has generated considerable excitement in the transportation community, it is not the only possible funding source for the Blueprint for the 21st Century. It is likely that Contra Costa, San Mateo and San Francisco counties will pursue extensions of their special half-cent transportation sales taxes (which all expire by 2010). If the experience of Santa Clara and Alameda counties is any indication — both passed extensions of their transportation sales taxes in 2000 with more than the required two-thirds vote — success is within reach. It's also possible that the roster of

so-called “self-help” counties will ultimately include four additional Bay Area counties that have yet to pass a transportation sales tax: Marin, Napa, Solano and Sonoma. And while rising gas prices have made a regional gas tax off-limits for the moment, MTC remains committed to testing voter support for this idea when the political and economic climate improves.

Meeting Clean Air Standards

The transportation improvements in the 2001 RTP will not come at the expense of Bay Area air quality. Quite the contrary: This plan will help achieve cleaner air. A related document, the *Revised 2001 Bay Area Ozone Attainment Plan*, lays out an action plan designed to bring the region into full compliance with federal ozone standards by 2006. While Bay Area air quality is improving overall (see chart on page 10), one-hour ozone levels continue to exceed federal standards at a small number of monitoring stations in the region on a few days during the summer, mainly on hot afternoons in the inland sections of the Bay Area.

MTC and two regional agency partners — the Association of Bay Area Governments and the Bay Area Air Quality Management District — adopted the Ozone Attainment Plan in October 2001. The measures contained in the plan will reduce emissions of both volatile organic compounds and oxides of nitrogen — which react to form smog — by more than 120 tons per day in 2006. By so doing, the plan will help to further improve air quality in a region that is already in compliance with federal one-hour ozone standards over 99 percent of the time.

The Ozone Attainment Plan was approved by the California Air Resources Board in November 2001. The federal Environmental Protection Agency issued its approval of the plan’s mobile source emissions budget in February 2002. Additionally, a separate conformity analysis report, approved by the Federal Highway Administration and the Federal Transit Administration in March 2002, ensures the consistency of this RTP with air quality objectives.

Works in Progress

To supplement the RTP, MTC is pursuing a number of parallel efforts to further improve the region’s transportation network, including the development of additional components of the long-range plan. These components will be incorporated into future plans.

Sample RTP Projects

(continued from previous page)

San Mateo County

- Caltrain grade separations
- U.S. 101 auxiliary lanes and interchange modifications

Santa Clara County

- BART from Warm Springs to San Jose
- Light-rail extensions: Tasman, East Valley, Capitol, Vasona
- San Jose International Airport light-rail connection
- I-880 HOV lanes from Route 237 to Alameda County line
- U.S. 101 HOV lanes from southern San Jose to Morgan Hill

Solano County

- I-80/I-680/Route 12 interchange improvements
- Jepson Parkway (I-80 reliever route)
- New I-80 HOV lane segments, Fairfield to Dixon

Sonoma County

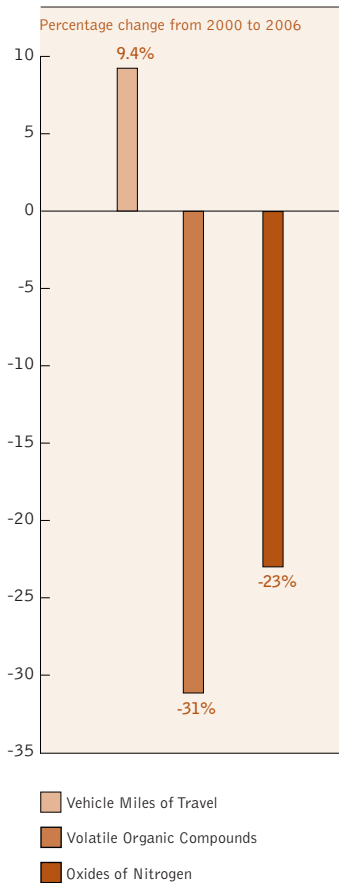
- U.S. 101 HOV lanes and interchange improvements, Windsor to Petaluma
- Northwestern Pacific track improvements and other upgrades

Transbay/Multicounty

- U.S. 101 “Novato Narrows” HOV lanes from Novato to Petaluma
- Dumbarton Rail Bridge rehabilitation
- Route 12 widening (Napa, Solano)
- Capitol Corridor, ACE intercity rail improvements
- Caltrain electrification and track improvements (Santa Clara, San Mateo, San Francisco)

OVERVIEW

Air Quality Trends



Does increased auto travel equate to increased air pollution? Not necessarily. Over the next six years, emissions of volatile organic compounds and oxides of nitrogen — two precursors to ozone pollution, or smog — are predicted to drop despite a 9 percent increase in vehicle miles of travel. In fact, air quality models show the region attaining the federal ozone standard by 2006 or earlier. The good news is attributable to cleaner burning fuels and more efficient auto engines, and efforts by MTC and other regional agencies to curb emissions from both mobile sources (autos, trucks, etc.) and stationary sources such as industrial plants and processes.

State-of-the-System Report

As part of MTC's continuing effort to monitor the performance of the Bay Area transportation system, the Commission has undertaken a new initiative to better understand system performance from the customer's perspective. A comprehensive report on the "state of the system" debuts in 2002, and will be updated annually thereafter. The report assembles key facts and performance indicators from data supplied by a number of agencies. These data focus on measures of mobility, safety, usage and the overall condition of the transportation system.

Pedestrian Safety

At the same time it is working to promote bicycling as a viable transportation option, MTC is exploring ways of making streets safer for pedestrians. In early 2001, MTC established a Pedestrian Safety Task Force made up of staff from city and county planning and public works departments, representatives from law enforcement agencies, and interested citizens. MTC hosted a Bay Area-wide summit on the topic in October 2001 to generate wider public involvement in the project. The task force's preliminary findings are folded into the final 2001 RTP.

As it continues to develop a comprehensive regional pedestrian safety program, the task force is looking at what are known as the three "E"s: enforcement, education and engineering. One outcome might be a technical assistance program in which MTC deploys experts to analyze and solve local safety issues.

Regional Smart Growth Initiative

MTC and five other regional agencies are working to develop a single unifying vision for accommodating the anticipated growth in the Bay Area in a way that will reflect the Commission's commitment to promoting vital and livable communities. This includes revitalizing central cities and older suburbs, preserving open space and agricultural land, enhancing public transit, and providing more housing within the region for the Bay Area's expanding workforce.

In the fall of 2001, MTC and its partner agencies co-sponsored a series of nine public workshops around the Bay Area to stimulate discussion and gather recommendations on how public policy can best be used to pursue this "smart growth" strategy. The results of the county-level workshops were analyzed and then distilled into a trio of regionwide alternatives presented for discussion at another round of workshops in spring 2002. The goal of these workshops is to build consensus for a single vision for smart growth in the Bay Area — including identification of the regulatory changes and policy incentives needed to implement it. The 2004 update of the RTP will address the results of the Smart Growth project.

2001 RTP: Vision for Future Builds on Strong Heritage

As the product of a collaborative effort involving thousands of participants, the 2001 RTP reflects the Bay Area's diverse population and economy with a broad scope of investments and a vision for the future that combines careful stewardship of existing resources with ambitious new initiatives. While renewing commitments made in earlier regional transportation plans, the 2001 RTP also clarifies the Bay Area's strategic objectives by detailing a comprehensive Regional Transit Expansion Program that will improve mobility and connectivity in every corner of the Bay Area, and presenting a Blueprint of additional projects that can be delivered if new funds become available.

With its commitment to sustain and extend the region's existing infrastructure, enhance access by means of lifeline services for those most in need, and improve the overall operating efficiency of the Bay Area transportation network, the 2001 RTP represents a sound, innovative, inclusive transportation plan for the 21st century Bay Area. We invite you to examine it in closer detail.

Public Review: We're Still Listening

MTC welcomes input from interested citizens at all times. While the RTP is not scheduled to be updated again until 2004, the Commission will have plenty of work to do in the years to come. To stay on top of MTC activities or to keep abreast of upcoming public meetings, you can visit our Web site at <www.mtc.ca.gov>. If you can't come to a meeting, you can call our Public Information Office at (510) 464-7787, or send your comments via e-mail, fax or mail:

MTC Public Information Office
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607
Fax: (510) 464-7848
E-mail: info@mtc.ca.gov

To order additional copies of the **2001 Regional Transportation Plan**, contact the MTC Library:

E-mail: library@mtc.ca.gov
Fax: (510) 464-7852
Phone: (510) 464-7836

The 2001 RTP also is posted on MTC's Web site:
<www.mtc.ca.gov>.

The Road to the RTP: Outreach and Public Involvement

- MTC kicked off the RTP outreach with a town hall meeting in February 2001 that was attended by some 200 people.
- A video of the kickoff was distributed on 25 cable TV stations and posted on MTC's Web site.
- In the spring of 2001, MTC cosponsored 29 workshops, partnering with congestion management agencies and community groups in low-income neighborhoods as well as special interest groups catering to business, seniors and the like. At several meetings, translators were on hand to interpret for non-English speakers. Funding was provided for seven of the workshops to help community-based organizations defray the costs of hosting and publicizing the meetings. In all, 700 people attended, many of them interacting with MTC for the first time.
- In the fall of 2001, MTC conducted eight more public workshops/hearings.
- MTC developed a Web version of interactive outreach display materials, dubbing it "The RTP Challenge." Some 1,700 people took part in the Web survey conducted as part of the first phase of MTC's outreach campaign. A second online survey conducted following the August 2001 release of the Draft 2001 RTP generated nearly 200 responses.
- A consultant conducted a random-sample telephone poll of 1,600 registered voters.
- Findings from the outreach campaign were compiled into two reports. Both reports were posted to MTC's Web site and summaries of the first report in Spanish and Chinese also were posted.
- The Draft 2001 RTP generated more than 400 letters and e-mail comments.

